

DEATH OF DR. LAMSON.

[Continued from 1st page.]

I have in the town and the beauties of its surroundings, the strong tender ties of love to the North Church—all joined with your call that I should remain in your service."

And so in accepting the call to the Hartford church he found larger fields of usefulness and came in closer touch with the great preachers whom he had long known so intimately. He was closer to Amherst college where he had been a trustee for nearly 10 years and he will be greatly missed on this board. His scholarship and wisdom were recognized by all his associates and he had prominently been mentioned on two different occasions as the most desirable man for the presidency of the college. He was on the special committee to select a president to succeed Dr. Gates, and at the last alumni dinner spoke for the trustees and announced to the enthusiastic graduates that the trustees had selected Dr. Harris of Andover as president. His address on this occasion was full of fire and power, and as he proceeded he was continually interrupted by applause and cheers from the various classes. In his death Amherst college has not only lost one of its leading alumni but one of its warmest and staunchest supporters.

In the fall of 1897 Rev. Dr. Richard S. Storrs of Brooklyn, N. Y., declined a reelection to the presidency of the American Board, the great missionary organization of the Congregational church, and Dr. Lamson was elected to the position, to his great surprise and to the delight of all friends of missions. Commenting on this choice the Springfield Republican voiced the sentiments of all when it said, "He is a man of sound sense, a great worker, and one who may be expected to give successful service." He has more than fulfilled all this prophecy in the months he has served as the head of this body of Christian workers.

Dr. Lamson married on Dec. 25, 1869, Miss Helen F. Bridgman of Amherst, Mass., who for almost 30 years has been a great help to him in all his pastoral work. Besides the widow he leaves five children, Marion H., who has been teaching in Boston; Theodore, a student in the medical department of Johns Hopkins University; Richard, who has been studying law in Boulder, Col.; Charles E., who has just graduated from Amherst college, and Kenneth W., who has been living with his parents in Hartford. Of the five children all but Theodore have been with their parents in St. Johnsbury this summer. Dr. Lamson's aged mother lives on the home farm in North Hadley and will be greatly prostrated by the news. Funeral services will be held at the North church Thursday morning at 8.30. The casket will not be open at this service, but all friends who desire to look upon Dr. Lamson's face once more may call at William C. Tyler's residence after 4 this afternoon. The body will be taken to his old home in North Hadley where there will be another service at 4.30 Thursday afternoon.

No man ever left St. Johnsbury with so many friends as Dr. Lamson and he turned to this town as a home where he had made so many friends. He came here this summer with his family because he wanted to be among old friends and now that he is gone all will recall the few weeks he has been here with tender recollections. Mrs. Lamson and the children have the sympathy of a very wide circle of friends, but especially will there be the deepest sympathy and the greatest sorrow among the people of St. Johnsbury whose affection for the whole family is so great.

State News.

New Monument at Gettysburg.

A novel sort of monument is to be erected on the Gettysburg battle field in September by the survivors of the Thirtieth Vermont regiment. The statue will show the bronze figure of an officer, his right hand holding a hatchet. The design of the statue is told as follows:—First Lieutenant Stephen F. Brown of Company K, Thirtieth Vermont Volunteers, was the model for the statue. Just before the battle he was placed under arrest and was relieved of his sword for having forced a guard from a well in order to get a drink of water while on the march to Gettysburg. During Pickett's charge, Lieut. Brown, having a sword, seized a hatchet and fought with it through the charge. After his heroic conduct Lieut. Brown's sword was returned to him without a trial. He was afterward promoted to be captain.

Insurance Men at Burlington.

At an informal meeting of the representative fire insurance agents of Vermont held at Burlington Tuesday, Aug. 1, the following gentlemen were appointed a committee to confer with the fire insurance agents in their various localities, as to the advisability of forming the Vermont Association of Local Fire Insurance Agents, and to report at a meeting to be called by them at some convenient city in the near future: H. E. Wheeler of St. Albans, J. S. Hickock of Burlington, W. A. Clark of Rutland, H. I. Norton of Bennington, H. E. Taylor of Son of Brattleboro, E. S. Leonard of Belows Falls, Crawford Ranney of St. Johnsbury, F. E. Alfred of Newport and Joseph G. Brown of Montpelier.

The meeting Tuesday was the result of a movement looking to the effective organization of the local agents of the United States, in the interests of correct practice and a general elevation of the standard of the local fire insurance agents. There are now organizations of this nature in 26 states.

Bridge Closed.

The Fitchburg railroad bridge crossing the Connecticut near the toll bridge at Belows Falls was closed Friday. When the early morning freight ran over it those aboard noticed that the bridge

seemed to settle quite a bit, and on investigation it was found that one of the large arch timbers was broken about midway of the bridge. This was probably caused by some other imperfection in the bridge which caused a good deal of extra weight to fall on the timber. The bridge was immediately closed and all Fitchburg trains were obliged to go through North Walpole and cross the B. & M. bridge in order to reach the Belows Falls station. The chief engineer pronounced the bridge safe for trains going at a speed not exceeding eight miles an hour, so the evening and night trains were run over the bridge as usual. Repairs are now being made.

The annual meeting of the board of trustees of the Vermont Soldiers' Home was held recently at Bennington. The report of the president showed that since the home was opened in 1887 there have been 379 veterans admitted. The total number of deaths has been 100. R. J. Coffey was reappointed superintendent, and Mrs. Coffey, matron. The old officers were re-elected, also the following committees: Finance, Hugh Henry, J. J. Estey, Ozro Meacham, U. A. Woodbury; auditing, C. C. Kinsman, Frank Kenfield, W. L. Greenleaf; admission, Hugh Henry, J. J. Estey, Ozro Meacham.

The annual meeting of the Rutland railroad was held in Rutland Thursday. The old board of directors was elected, consisting of Percival W. Clement of Rutland, George H. Ball of Boston, John W. Stewart of Middlebury, Horace G. Young of Albany, W. Seward of New York, E. V. W. Rossett of New York, Edgar Harding of Boston, George Bird of New York, Wallace C. Clement of Rutland. The lease of the Rutland Canadian road was accepted and adopted. The lease is for 99 years, and the Rutland road agrees to take over the property and guarantees the interest on the bonds.

The destruction of the big roundhouse of the Rutland railroad is at last accomplished and an old landmark thus removed. It is said that the dome of the roundhouse was the third largest in this country. It was taken down by pulling out the supporting timbers and brick pillars, but it was not so spectacular an event as the crowd which had gathered hoped for, as it didn't collapse all at once, the work taking nearly a whole day.

The Rutland railroad has recently bought a railroad velocipede, run by a gasoline motor, which is intended for the use of the roadmaster and bridge-master in making trips of inspection. It can run from 15 to 20 miles an hour, and it is claimed, can run 150 miles using only two gallons of gasoline. This car was given a trial trip last week, which was very successful, and a second one will be bought for the Ogdensburg & Lake Champlain road.

Ezekiel White, the oldest man and a life-long resident of Topsham, died at his home July 30, aged 90 years, 9 months, 29 days. He was born in Topsham, Oct. 1, 1808, and married Feb. 14, 1832, Laura, daughter of John K. Dustin, who survives him, their married life being 67 years, 5 months, 16 days. They were the parents of nine children. Mr. White was an extensive farmer, a prominent citizen, a man of great energy, and captain in the old militia, and with his wife, members of the Congregational church about 60 years.

A Burlington firm has sold to the government about 500 bake-ovens for the use of troops in the field. A handsome granite monument made in Barre by Mackie, Hussey & Co., was unveiled in Utica, N. Y., last Wednesday in honor of William Rathbone, who founded the Knights of Pythias. The unveiling ceremonies were imposing and included addresses from several of the supreme officers of the K. of P. Among those present were several daughters of Mr. Rathbone.

Mr. and Mrs. George Hill's three children, of Montpelier, were killed by the falling of a ladder where they were at play last week Tuesday.

The Randolph Normal building is being refitted in order to receive one thousand dollars worth of apparatus from the state.

E. O. Reynolds, of Burlington, caught 80 pike recently at Grand Isle. This is the largest string of pike reported this year.

The Peerless Manufacturing Co. of Barton is employing about 150 hands, an unusually large number. Machinery for making butter boxes will soon be put in.

John McNamara, a young stone cutter of Montpelier, was found near the Central Vermont railway Friday morning with both legs cut off. He had been run over by the night train out of Barre. He was taken to the hospital where he soon died. This is the fifth violent death that has occurred in Montpelier within a month.

Patents have been granted Vermonters as follows: Sylvanius M. Hubbard, Danville, vice; Brackett G. Corser, Brattleboro, buckle for overalls.

Hotel Low of Bradford has changed hands. H. W. Bishop, who vacated the house nearly four years ago, again took possession August 1. L. D. Johnson, the late landlord, will leave his home in town on account of the schools, but he will go to Woodsville, N. H., to run a hotel which he owns there.

Dr. O. L. Watson of Montpelier has found a remarkable and rare species of worm. It is fully four inches long, as large as a man's finger, and is evidently girted with hind sight as to all appearances it has an eye at the end opposite its head. No one to whom the doctor has shown this creature can locate it in the worm kingdom, or give it a name. He is undecided whether to place it among Prot. Perching on it on exhibition at the city liquor agency as a warning to those inclined to an excess in the use of liquor even to the point when they are sometimes "seen" things at night.

Governor Smith has invited a few of the representative men of the state to meet at Montpelier, "for the purpose of determining just what demonstration shall be made on behalf of the State in honor of Admiral Dewey on his return home." It will be necessary to perfect an organization and to devise ways and means for carrying out whatever demonstration may be decided upon.

Through the instrumentality of T. K. Vail, J. W. Titcomb gave his lecture on Fish and Fish Culture in Music Hall, last Wednesday evening. It was finely illustrated with stereoscopic views and was both interesting and instructive. Several of Mr. Titcomb's friends from St. Johnsbury came up to hear him.

SUMMER COSTUMES.

"Summer" is the one word which best describes present fashions. The intense heat early in the season has successfully launched all manner of airy, gauzy gowns upon the summer sea of popularity. Flimsy, transparent fabrics for full dress quite overshadow silks and satins.

Dotted muslins, lace trimmed and tucked up, down, across or "as you like it," are extremely fashionable.

The really swell lining of the moment for semitransparent fabrics of all

sorts is as truly feminine as any dress this season with its long skirt, shaped flounce and festooned bands of satin, edged with fine silk piping. White seems to be the prevailing choice for this sort of dress, and cloth, serge, flannel, plain linen and duck are the favorite materials.

All kinds of gowns are affected by the fashion for long skirts, without very much regard for the purpose for which they are intended. To be sure, there are degrees of length, but the yachting skirt is long enough more than to touch the floor all around.

The circular flounce in varied widths is the feature of many of the yachting skirts, but others are cut with the long flaring gores and trimmed with wide stitched bands. Many rows of stitching in colored silk make a pretty finish on the white cloth gowns, which in some instances are made with a blouse waist, finished with a deep sailor collar, a white chemise and stock of tucked silk, and a sailor tie of white banded across the ends with blue silk.

Cloth and fine flannel with a cloth finish in the light colors and navy blue are both made up into yachting suits.

STYLISH GOWN OF SILK MUSLIN.

kind is white taffeta. To achieve the latest touch of elegance your embroidered muslin, organdie or chiffon must be made up over this. But muslins, etc., are also worn over colored glaze silk or fine saten, the slip made quite distinct from the gown.

Organdie muslins in delicate pinks, blues and greens make up prettily with narrow lace edging the flounces and touches of the color introduced at neck and waist. One deep flounce with narrower ones above, the skirt long all round and tight at the top, is a favored fashion, or several very narrow flounces quite at the edge.

Next to pure white in the scheme of dress and underlip, harmonies of color prevail, violent contrasts being for the time unpopular. The dainty gown of the first cut includes one of these charming color arrangements. It is of heliotrope silk muslin, the skirt long and full and decorated with narrow flounces of the muslin and with simulated panels formed by narrow ruches, also of muslin. The slip or foundation is of heliotrope taffeta and the bodice is made on a tight lining of the same color.

Dotted muslins are also worn over pale colored slips, and as gowns of this type are best suited to the chemical cleaner both make and trimming can be as elaborate as desired. The model in the second cut is very smart and is simply

traced with quantities of insertion lace. The skirt is cut in the full fluted style and is quite distinct from the skirt of cream taffeta.

There is immense variety in little open coats which are just the thing for a smart costume for the summer holiday. One of the most chic styles is the new Eton, with spade or tabbed front, which is most becoming to a small figure and sufficiently uncommon to look smart. A costume with this coat, shown in the second cut, is of gray cloth, trimmed with dark gray and white braid. The Eton coat fits closely into the waist at the back, and two lines of the braid simulate curved seams and cross the shoulders and outline the fronts. The collar and revers of white silk are closely covered with lines of the braid, and the fronts are also faced with the same white silk.

The Chic Thing of the Season.

"The chic thing of the season is the black silk coat of tuck taffeta, bordered all around with a stitched band of plain taffeta. These form decidedly one of the most fashionable features of the season's fashions," says the New York Sun.

Both black and white silk taffeta coats will be worn with cotton, silk, wool and lace gowns this season. They are made of the soft, thin and consequently expensive taffeta, finely tucked and lined with white. Some of them are Eton shape, with or without rounded points at either side of the front, while others have the scalloped basque finish or are cut in the form of a Russian blouse without much of the real blouse effect.

A Yachting Gown.

There must be all kinds of gowns in the summer outfit of a fashionable woman—something for morning, afternoon and evening, and special gowns for outdoor sports, without which life at the summer watering places would lose half its charm. But the yachting

suit is as truly feminine as any dress this season with its long skirt, shaped flounce and festooned bands of satin, edged with fine silk piping. White seems to be the prevailing choice for this sort of dress, and cloth, serge, flannel, plain linen and duck are the favorite materials.

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SUMMER AND YACHTING DRESSES.

One very striking model in dark blue has three scant shopped flounces around the skirt piped on the edges with white. These are fully six inches wide, overlapping each other a little, a white piping finishing the upper flounce. The overdress is spotted all over with small embroidered rings of white linen such as are used in the renaissance lace work. They are also sewed on the blouse bodice, which is completed with white piping and a white piping vest.

Yachting suits of linen and pique are very much the fashion, and checked and lined in the natural flax color are worn by the English women for what they call river suits, as the stuff will not fade in the sun. Tailor made yachting suits of white duck, finished with stitched bands of the same, are extremely elegant this season, made with the short scalloped coats so much seen in cloth and worn with a pretty colored taffeta silk waist all fine hand run tucks and open lines of hemstitching.

Pale blue linen, decorated with bands of white linen set in and strapped across with narrow stitched bands of blue, makes a charming summer gown. A very chic yachting suit of white cloth is trimmed with stitched bands of pale blue cloth, and pretty linen batiste waists to wear with these gowns show innumerable fine tucks, says the New York Sun in concluding an illustrated resume of summer dress, from which these items are reproduced.

The Frenchwoman's Slim Effect. The tight lacing of Frenchwomen has passed into a proverb. But makers of fine lingerie will explain to any one who has the curiosity to investigate that the slim effects for which the Parisian is famous are obtained quite as much by the manner of wearing the undergarments as by their cut or by any straining of the corset strings, says the New Orleans Times-Democrat.

Here, for example, is a point to be noted: Whereas, skirts in America have had a habit of coming to the waist line, no French girl would so far misshape herself as to let the skirtband come higher than the second clasp of the corset. An inverted hook catches all skirtbands in her toilet and holds them well down in front, though the strings tie at the waist behind. When a short waisted Eton or bolero corset is donned with such a skirt arrangement, French art accomplishes a result to parallel which an American girl, with her accumulation of garments at the waist, would have to pinch and get red in the face drawing up her laces.

Fashion's Echoes. Even the bicycle skirt has added inches in this season of street sweeping and trailing robes, and wash skirts are made so long that at the sides and in the back they lie on the ground several inches. Innumerable yards of pucker-d black velvet ribbon are used in trimming white organdies.

Silk percaline is a new lining fabric, inexpensive and light, combining silk with cotton.

Fashions were never more becoming to the short girl. In a trailing princess gown she attains a dignity unknown in the day of sensible short skirts.

Madras, fine gingham, duck and pique all figure in serviceable summer gowns.

There is no truth in the report printed Saturday in the New York Mail and Express that the National Guard of Vermont had been tendered by Governor Smith to the chairman of the land parade committee at New York, for a private escort to Admiral Dewey when he reaches that city. The part Vermont will take in the Dewey reception has not yet been determined and the question whether or not the First Vermont Regiment will be taken to that city is not decided.

MAKING A DIRT ROAD.

The greatest enemy of good roads is water. A road may easily be kept good if the water can be kept off. Hence, the first thing to consider in constructing a road is to build it so that the water will run off. This is accomplished by building it high in the middle or "crowning" it and giving the entire road surface a hard, smooth finish.

Water always runs down hill, and it will readily run off of any road if it be but given an opportunity to do so. The fault with too many of our roads is that the water cannot run off. Passing wagons and horses' hoofs are permitted to wear them down until ruts are formed. These hold the water and allow it to sink into the ground, which becomes softened, so that continued travel makes matters worse and worse.

The problem of building roads which will shed water has been solved by the road grader or road machine. The American farmer is quick to realize the value of machinery, and the rapid growth in the use of the reaper, the binder and the separator is an eloquent tribute to the practical genius of American agriculture. The growth of the use of road graders has been wonderful during the last few years and indicates that the farmer has discovered a practical solution of the problem how to build his local dirt roads.

But something more is needed to make a thoroughly good road besides a road machine. To properly finish a dirt road made with the use of a grader it should be thoroughly rolled and hardened. It is not sufficient that it be crowned, but it should be made hard and smooth. The same thing is true of gravel roads. This can be best accomplished with the use of rollers. Horse rollers weighing from five to eight tons are most frequently used for the purpose. All loose stones should be removed from the road surface before rolling, as well as sods, turf, leaves, sticks or any other matter that will tend to soften the roadbed. A road that is thoroughly and repeatedly rolled is well fitted to stand the wear of travel and can be made into a perfect water-shed.

The use of machinery in building roads has been seriously handicapped by its cost. It is frequently thought wrong that farmers should be obliged to tax themselves for the purchase of road graders and road rollers in addition to having to stand the regular road tax. There is much justice in this position, for the average farmer pays his full share of taxes, and these should not be added to or increased without some very excellent reason. But the farmers of the United States are badly in want of good roads, and the clamor for their construction is growing from year to year. Quite a number of towns have solved the road machinery problem by voting to pay their taxes in cash instead of working them out and using a part of this fund for the purchase of machines, which avoids the necessity of levying an extra tax for the purpose. This plan has been adopted in New York and Wisconsin and probably elsewhere. The town clerk of West Chester, Westchester county, N. Y., says it has always been followed there. In the town of Walton, Delaware county, N. Y., the cash road tax was adopted in 1880. Some years later the taxpayers voted by a large majority against returning to the old system of working out the tax. James Hill, chairman town of Baraboo, in Wisconsin, reports that in 1895 the town adopted the plan of paying its road taxes in cash. He declares that "our people think we have accomplished more the past year under the cash system than we did in four years under the old labor system." Similar results are reported from many other towns in Wisconsin and New York.

Road taxes may be collected in cash without hardship to the poorer farmers, who may desire to continue working out their share of the taxes as heretofore. Only part of the tax would ever be required during any one year to pay for machinery, and the remainder would be employed to hire men and teams for operating the machines. Thus the poorer taxpayers are given employment at good wages, and the town officers are in position to secure a dollar's worth of work for every dollar of tax, which has been impossible in many towns under the old system of working out taxes. This explains the growing popularity of the cash road tax and the fact that few towns have ever abandoned it after giving it a fair trial. Experience has shown that more can be accomplished with \$1 of road tax paid in cash than with \$2 or even \$3 of tax worked out on the highway. This has made it possible to make a large reduction in the amount of the tax.

This matter of paying road taxes in cash is something that should be left to the vote of the people in each town. It is essentially a subject for local home rule. The plan is being more generally adopted, however, as its advantages continue to become better known. It will probably result in the very general use of road graders, rollers and also of rock crushing plants and in that way help largely to solve the good roads problem. A number of states have recently adopted laws authorizing the town boards to purchase road machinery on time payments, among them being Michigan, New York, Arkansas and Wisconsin.

Good Roads in Egypt.

Twenty years ago there was scarcely a mile of good wagon road in Egypt. During the last six years more than 1,000 miles of fine roads have been constructed.

Wide Tires in Kansas City. In Kansas City wagons drawn by one horse are required to be equipped with three inch tires and those drawn by two horses with four inch tires.

Wouldn't You? If I were a male, And some blame folk Would due to lark me through A "dead tough" road, With a great big load, I'll tell you what I'd do; I wouldn't crow, But I'd just lie low And keep most mighty "mum" Till I got a chance, When I'd kick his pants Clear into the kingdom come.

—L. A. W. Bulletin.

Draining a Road. In road building the chief effort should be toward securing the best drainage, as water and dirt are bound to make mud. A dry road is usually a good road or will become a good road in time by constant usage. The exception which proves the rule is the sandy road. A sandy road is a dry road, but

not often a good road, says S. D. Tallman in The Pneumatic.

To assist the drainage the road should be first crowned and then about four to six inches of crushed stone, depending upon the amount of travel, put on, gradually decreasing a little in thickness as it approaches the gutters; then a heavy steam roller passed over it two or three times to set it; upon this about three or four inches of finer crushed stone should be placed and a steam roller passed over it again. A great deal of care should be taken not to have the road flat on top. This hard stone dressing forms almost a water-proof covering that will last for years if properly taken care of each spring by putting on some fine crushed stone. This covering will let the water drain freely to the gutters and leave a comparatively dry road in a few minutes after a heavy rain. This is very

The Barber Was All Right.

"After being shaved in a Chicago hotel barber shop," said the man from South Bend, "I walked out and down the street and entered another shop and took a chair. The barber lathered and scraped me without a word, and 15 minutes later I submitted myself to a third. He lathered and rubbed as if I had not been shaved for a month, and just as he took up the razor I asked: " 'Didn't you notice that I had been shaved twice already this morning? " 'Yes, sir,' he replied. " 'But you are going to shave me again? " 'No, sir. I supposed you came in here to get the skin taken off and part with some of your cheek!' "—Pittsburg Dispatch.

Vaccinated the Rifles.

Orders that were issued by the German West African officials that all firearms in the hands of natives should be stamped and registered aroused much discontent. Lieutenant Eggers, in Damaraland, however, got along with no trouble. He had inoculated cattle for the rinderpest three years before, as the Damaras saw, with good results. He therefore announced that he was ready to vaccinate their rifles so as to insure their shooting straight and doing no hurt to their owners and the Damaras crowded to him to get their guns stamped.

His Share.

Judge—Was the stolen article gold or only gilt? Prisoner—It was silver, sor. The guilt was all me own, yer anner!—Jewelers' Weekly.

Squibs.

"Freddie," said the teacher, "You have spelled the word 'rabbit' with two 't's.' You must leave one of them out." "Yes, ma'am," replied Freddy; "which one?" —[Tit-Bits.]

First Coachman—Did yez get the job? Second Coachman (unemployed)—I did not. Sez he, "Kin yez run an autumn mobile? " "Kin not," sez I; "I've druv horses twenty-six years." sez I, "an' whin the horses quit the business, I'll quit too," sez I.—[Puck.]

Bicycle Thieves.

Two bicycle thieves were captured by Sheriff Kelley at Swanton last Thursday. One of them was in the same business two years ago and was recognized. He pleaded guilty and was sentenced to state prison for not less than eighteen months nor more than two years. The other one appealed and bail was fixed at \$400.

HOWE OPERA HOUSE

Wednesday Aug. 16th.

Wait For

A Big Guarantee Attraction

Gorton's Famous

New Orleans

Minstrels!

THE GREATEST! BRIGHTEST!

BEST! of Modern Minstrelsy.

En Route in their Own Train Service.

The Only Big,

High Class Show

That will Be Here.

Composed of a Mighty Avallanche of Talent.

More

New Features,

New Acts,

Laughable Oddities,

Than Any Similar Enterprise.

Complete Gold Sextette!

Great Crescent City Quartette!

Hear the only

Solo Band

in Minstrelsy.

See the Matchless

Street Parade!

Prices this Date "House Prices"

25, 35 and 50 cents.

Seats on Sale Now!

Canada's Great Eastern

EXHIBITION,

SHERBROOKE, Que.,

September 4th to 9th, 1899.

FIVE FULL DAYS OF FAIR AND

TWO EVENING PERFORMANCES.

More varied and extensive Programme of Attractions.

ADGIE and her

TRAINED LIONS

A most thrilling performance, executed by her troupe of Royal African Monarchs of the Forest.

MOA & GOODRICK,

COMEDY ACROBATS, in their unique, uproarious and undulating entertainment.

DARING AND CAPTIVATING

BICKETT FAMILY,

Aerialists Supreme. Four handsome young ladies and one male athlete in the most remarkable performance ever seen in mid-air.

THE BARK-BEN-ACHMET,

In a series of most wonderful gyrations upon rolling globes.

Carl Dahmann Troupe,

Composed of the foremost French, German, and Algerian Acrobats, from the leading European circuses and theatres.

ROSAIRE AND ELLIOT,

Grottesque Acrobats, Comedians and Pan-tomimists.

THE MARTELLS,

Fancy Trick and Acrobatic Bicyclists. The only act of its kind in the world.

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